

FORTY YEARS AFLOAT.

Interesting Memoirs of Rear Admiral Robley D. Evans.

FORESTALLED WAR WITH CHILE.

How His Bold Stand at Valparaiso Earned For Him His Nickname of "Fighting Bob"—That Famous Dinner to the German Emperor at Kiel.

Rear Admiral Robley D. Evans has written his memoirs, which are soon to be published by D. Appleton & Co. He calls them "A Sailor's Log; Reminiscences of Forty Years of Naval Life." The following extracts are taken from advance sheets:

Evans was in command of the gunboat Yorktown in Valparaiso, Chile, in 1891. His brusque promptness probably prevented war between Chile and the United States. This is how he tells of the incident at Valparaiso, which earned for him the nickname of "Fighting Bob." It is quoted from a journal he kept at the time:

"After I had attended to my business I came down and called my boat in, and while waiting for her to come alongside I became aware that there was a crowd of rather larger proportions than usual on the mole, and they seemed excited by something. Just as I stepped into my boat one of them advanced quickly toward me, and the cockswain said, 'Look out for that fellow, sir.' I said, 'He won't trouble me.' I stepped into the boat, and he followed me off and then discovered that the crew were all fighting mad. On inquiry I learned that a lot of toughs had amused themselves by throwing stones at the boat and daring the men to come ashore. I was not all over and without going to the shore, I sent the captain, Vial, in senior officer in command of the city as well as the fleet. I could hardly hold myself down while I told him of it, but I did and then read him the riot act. I demanded of him immediate and efficient action by the police and served notice on him then and there that a repetition of the offense would be sufficient evidence that they could not control their people and that I should arm my boats and shoot any and every man who insulted me or my men or my flag in any way."

"Vial was greatly shocked, or pretended to be, turned as white as a sheet—my manner was not very mild, I fancy—swore and damned the discharged soldiers and said they were doing all they could to involve the country in war with the United States, while he and the navy were determined that it should not be, and then, in his excitement, he gave away something I am sure he was very sorry for. He said, 'We have just discovered today a plot to attack the American legation at Santiago, and we have the men under arrest.' What a set of savages we have to deal with! After a few minutes Captain Vial hastened ashore to jump on the police, assuring me that I should have ample apology tomorrow and assurances of protection."

"After much negotiation the Chilean authorities allowed the political refugees who had fled to the American and Spanish legations at Santiago after Balmaceda's downfall to go on board the Yorktown, but there was still trouble. The Spanish minister, who had visited the gunboat with the refugees sent on board, had saluted us as we left the ship, and this angered the Chileans, and the journal says:

"On Friday Mr. Egan wired me that the Santiago authorities had changed their base and would not give safe conduct to the refugees and that they would arrest me if I did not leave the ship, the steamer on which it had been arranged they should sail, touched at a Chilean port, all because we had saluted the Spanish minister and thus called attention to the fact that they had permitted the refugees to leave. I promptly requested Mr. Egan to say to the minister of foreign affairs that I was responsible to my government and not to that of Chile for my conduct and that I considered his remarks about my salute to the Spanish minister offensive and would not submit to them; also that I should make the matter to my government, which I did, and as I have not heard a word about it I presume they approve of my action. Of course the refugees could not go on the John Elder, and now we have them quartered on board."

"During the first few hours after the arrival of the refugees I noticed that none of them would show themselves above the rail of the ship, notwithstanding I had chairs on the poop for them. Senior Thano, formerly minister to the United States, was among the last lot that arrived, and when I asked him what the trouble was he showed me a letter from a friend on shore warning him and his friends that if they lifted their heads above the rail they would be shot and that boats were lurking about my ship for the purpose of shooting them. Up to this time I had allowed the fishing boats to fish close alongside the Yorktown, but now I gave orders to keep them away and to double our sentries."

"The orders the sentries had would have made it serious work for any boatman to show anything that looked like a gun anywhere near us. I had my boat manned and with the letter spoken of and several others of the same tenor called on Captain Vial of the Cochrane and gave him tersely my view of the situation. I pointed out to him that I did not permit a private ship, but that my countrymen who had taken refuge on board of me were the guests of the United States and that they were there with the knowledge and consent of the Chilean government."

"The lack of energy you feel, the backache and a run down condition generally, all mean kidney disorder. Foley's Kidney Cure will restore your strength and vigor by making the kidneys well. Take no substitute. Clark & Kenney."

"I assured him that I would protect them to the last extremity and warned him to keep all boats away from the immediate vicinity or they might come to grief. At the same time I notified him that I would allow only boats from men-of-war showing the Chilean flag to come alongside the Yorktown, so that in case anything unpleasant happened I should know whom to hold responsible. After this there was no more trouble, but I was constantly on the lookout and prepared for it."

"About Jan. 20 I received telegraphic orders permitting me to land my passengers at Callao, Peru, at my discretion. I at once notified the Chilean authorities that I would leave Valparaiso in six hours. I also visited the British admiral and gave him the same information. He called my attention to the fact that four of the Chilean ships had steam up and the further fact that it had been announced in the Valparaiso papers that when I went to sea their ships would go after me to see that I did not land the refugees and get up another revolution. I told the admiral very plainly that if any ship or number of ships followed me to sea and undertook to follow my motions I would regard it as an act of gross discourtesy and would resent it on the spot. I never learned whether he communicated with the Chileans on the subject or not, but when I got under way at the time I had fixed nobody followed me or attempted to do so. The condition in Valparaiso had become almost unbearable, and it was with a sense of great relief that I found myself at sea."

"During the early part of the first night out, while running at a very high rate of speed, a suspicious noise was heard in the high pressure cylinder of one of the engines. When the cylinder head was taken off, I found two hardened steel wedges, which had been placed in the valve chest—no doubt when we first arrived at Valparaiso—by some evilly disposed person, with the intention of sending us all to the bottom. It could easily have been done when we first arrived and before we knew what kind of people we had to deal with. It was simply a miracle that I escaped a serious disaster, for if the cylinder head had been knocked out with the high pressure of steam I was carrying the side of the ship would have gone with it."

"The Chileans showed their animosity in all sorts of petty ways. One of their favorite tricks was to run their torpedo boats close to the ship, using her apparently as a target. At last one of the boats missed his stern by less than six feet. The following entry from his journal shows his feelings at the time: 'I then saw the officer in charge of the drills and told him that he certainly had great confidence in the steering gear of his torpedo boats; that if anything jammed so that one of them struck me I would blow her bottom out. He replied that the water of the harbor belonged to his government and that he proposed to use it for the purpose of drilling his boats. I answered that I was fully aware of the ownership of which he had spoken, but that the Yorktown and the patrol on her belonged to the United States and that neither must be defaced by his torpedo boats. After this incident they did not run at us so much, though the papers encouraged them to do so.'"

"When Captain Evans went to the opening of the Kidney Cure, he was the New York, he hobnobbed with royal and imperial personages. His account of the famous dinner on board the New York from which the German emperor rose at 1 o'clock in the morning to have the waterlight bulkheads opened. He replied that the water of the harbor belonged to his government and that he proposed to use it for the purpose of drilling his boats. I answered that I was fully aware of the ownership of which he had spoken, but that the Yorktown and the patrol on her belonged to the United States and that neither must be defaced by his torpedo boats. After this incident they did not run at us so much, though the papers encouraged them to do so."

"The dinner was one of the most delightful I have ever seen, a perfect success, and George, my steward, who bossed the affair, is as proud as a peacock. At 1 a. m. the emperor expressed his desire to see the John Elder, and we did so. He looked into every hole and corner and even had us disconnect one of the engines, marking time on us himself. Then we went through the gun deck and out on to the forecastle, where he asked how long it would take to close all the watertight compartment doors. I replied that in the daytime we could do it in 30 seconds, but at night it might require two minutes. Much to my surprise he asked if I would mind doing it for him. Of course I had to say yes, and when I tried to blow the alarm, the signal to close the watertight doors, there was not steam enough, and the blessed thing would not blow. The emperor thought he had me and said, 'Now, you see, captain, that you can't close your bulkheads.' But he did not know everything. You will see in a minute, sir, and I touched one of the general alarm buttons which calls all hands to quarters, and in a few seconds the men were swarming up like rats. The emperor took time himself, and in one minute and a half the entire ship was ready for action with all the watertight doors closed. It was 2 a. m. the royal standard at our main and the searchlight of the Columbia turned up on it, the ship ready for action and the emperor complimenting the captain on the forecastle. I find myself in some funny positions. Up to this time I had allowed the fishing boats to fish close alongside the Yorktown, but now I gave orders to keep them away and to double our sentries."

"The orders the sentries had would have made it serious work for any boatman to show anything that looked like a gun anywhere near us. I had my boat manned and with the letter spoken of and several others of the same tenor called on Captain Vial of the Cochrane and gave him tersely my view of the situation. I pointed out to him that I did not permit a private ship, but that my countrymen who had taken refuge on board of me were the guests of the United States and that they were there with the knowledge and consent of the Chilean government."

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FUTURE MARINE TRAVEL.

Value of the Submarine Boat in Peace and War.

OBSERVATIONS OF J. P. HOLLAND.

Famous Inventor Tells How Chops of the British Channel Will Come to Have Terrors For Landmen When Submarine Boats Are Used. Their Value in Warfare.

John P. Holland, the inventor of the submarine torpedo boat Holland, recently proclaimed his view in a lecture at the Carnegie lyceum that in the course of a few years submarine vessels would supplant surface craft for short journeys by water, says the New York Times. In the course of his lecture Mr. Holland said:

"Submarine boats may be employed for sponge or pearl fishing, wrecking, chartmaking, as ferryboats and as vessels of war. We have been so busy up to this time in getting a hearing for the submarine boat as an engine of war that we have overlooked almost entirely her future usefulness in the pursuits of peace."

"As soon as men overcome their fears and learn to go down beneath the water as they now skim its surface the progress of the submarine boat in commerce will be rapid. Within the next ten years we shall have made more progress in submerged navigation than has been made in the 300 years that have just passed. Within that period I expect to see submarine boats engaged in regular passenger traffic."

"For transatlantic travel submarine boats will never be possible commercially. For short trips the submarine boat offers commercial advantages that will render it a dangerous rival of the surface sailing vessel, if indeed it does not drive the latter entirely out of competition in certain waters. Take, for example, the trip across the British channel. No other water journey causes an equal amount of suffering. The most hardened traveler becomes seasick there. Fogs and heavy traffic are constantly causing collisions. The submarine boat will remove all these objections."

"There will be no seasickness, because in a submerged boat there is no perceptible motion. There will be no smells to create nausea, for the boats will be propelled by electric power taken from storage batteries. There will be no collisions, because the boats will travel coming and going at different depths, say, one at 40, the other at 60 feet. The water overhead may be crowded with small craft, but the submarine boat will have a free, unobstructed course. She will be kept absolutely true to this course by means of cables running from shore to shore. On these cables will run automatic steering gear attached to the submarine boat. Storms and fogs will have no existence for the traveler, for weather has little effect upon the water at the depth at which she moves."

"The appointments on such a vessel may be finer than anything on the surface. The passengers will enter a handsomely fitted cabin at Dover. Electric lights will make it cozy and bright. Neither the cold of winter nor the extreme heat of summer will be felt. Almost without the boat will put off from her dock on the English side. Practically no vibration will be felt from the smoothly running machinery. Before the traveler fairly realizes that a start has been made the boat will be fast at her dock at Calais. This is no dream. It is simply the forecast of a trip that I expect to take myself some day."

"Mr. Holland told of the perfection of development of recent submarine vessels for the purpose of war and then continued:

"When the first submarine torpedo boat got into action, she will bring us face to face with the most puzzling problem ever met in warfare. She will present the spectacle, when used in attack, of a weapon against which there is no defense. You can send nothing to meet her, for the boat is not even itself. You cannot fight submarines with submarines. The fanciful descriptions of the submarine battles of the future have one defect—you cannot see under water. Hence you cannot fight under water. If you cannot run away, you are doomed. Wharfs, shipping at anchor, the buildings in seaports, towns, cannot run away. The sending of a submarine boat against them means their inevitable destruction."

"Tomorrow, if we had a fleet of submarine boats big enough, they could protect New York harbor against an attack by the combined fleets of the world. But our shipping and our city would still be at the mercy of the enemy if they had only one submarine boat, manned by a fearless crew of experts. You could not mind against her, for she would countermine. You could not shoot the harbor against her even with a network of torpedoes and chains stretched across the Narrows reaching from the surface to the bottom of the channel. From a safe distance she could send a torpedo against the network that would blow it to pieces, and then her own boat would be sent to go in and out. You could not chase her with a fleet of your own submarine boats, because you could not find her under water."

"How the menace of the submarine boat is to be met nobody has at this time been able to say. All that is known is that in one direction at least she will forever remain unconquerable. She will make a close blockade impossible."

"To Cure A Cold in One Day Take Laxative Bromo Quinine Tablets All druggists refund the money if it fails to cure. E. W. Brown's signature on each box. (35-177)

Skin affections will readily disappear by using DeWitt's Witch Hazel Salve. Look out for counterfeits. If you get DeWitt's you will get good results. It is the quick and positive cure for piles. —W. T. Brooks.

Mr. W. J. Baxter, of North Brook, N. C., says he suffered with piles for fifteen years. He tried many remedies with no results until he used DeWitt's Witch Hazel Salve and that quickly cured him. —W. T. Brooks.

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The News is authorized to make the following announcements for the various city and county offices, subject to the action of the Democratic primaries:

County Primary, June 1, 1901.

City Primary, July 3, 1901.

FOR COUNTY JUDGE.

H. C. Smith.

FOR COUNTY ATTORNEY.

Thos. E. Moore, Jr.

Denis Dundon.

FOR COUNTY CLERK.

Ed D. Paton.

FOR SHERIFF.

Wallace W. Mitchell.

FOR MAGISTRATE.

J. W. Thomas, Jr., in Paris precinct.

P. S. See, in Flat Rock precinct.

Lee Craven, in Flat Rock precinct.

John P. Howell, in Clintonville precinct.

FOR CONSTABLE.

Jos. F. Williams, in Paris precinct.

FOR JAILER.

Wm. Dodson.

George W. Judy.

Wm. H. Boone.

William B. Nickels.

Rollie T. Bridwell.

Samuel T. James.

FOR ASSESSOR.

Harvey Hibler.

Charles Peddicord.

FOR CORONER.

Dr. Wm. Kenney.

FOR SCHOOL SUPERINTENDENT.

F. L. McChesney.

Miss Nellie B. Bedford.

STATE SENATOR.

Caswell Prewett.

A. W. Hamilton.

FOR MAYOR.

Benj. Perry.

W. F. Talbott.

FOR POLICE JUDGE.

C. D. Webb.

Morris Fitzgerald.

John J. Williams.

Ed T. Hinton.

E. B. January.

FOR REPRESENTATIVE.

We are authorized to announce Albert S. Thompson as a candidate for Representative, subject to the action of the Democratic party. If elected, Mr. Thompson will vote for Judge J. E. Cantrill for U. S. Senator.

We are authorized to announce Hon. Horace Miller as a candidate for the Legislature, subject to the action of the Democratic party. Mr. Miller will vote for Judge J. E. Cantrill for U. S. Senator.

"I have been suffering from Dyspepsia for the past twenty years and have been unable after trying all preparations and physicians to get any relief. After taking one bottle of Kodol Dyspepsia Cure I found relief, and now in better health than I have been for twenty years. I can not praise Kodol Dyspepsia Cure too highly." Thus writes Mrs. C. W. Roberts, North Creek, Ark.—W. T. Brooks.

DeWitt's Little Early Risers search the remotest parts of the bowels and remove the impurities speedily with no discomfort. They are famous for their efficacy. Easy to take, never gripe.—W. T. Brooks.

V. B. Conklin, Bowersville O., says: "I received more benefit from Foley's Kidney Cure than from months of treatment by physicians." Take no substitute. Clarke & Kenney.

The greatest skin specialist in America originated the formula for Banner Salve. For all skin diseases, all cuts or sores, and for piles, its use is the best healing medicine. Clarke & Kenney.

The least to quantify and the most in quality describes DeWitt's Little Early Risers, the famous pills for constipation, and liver complaints.—W. T. Brooks.

Best Way To Cure Backache. Backaches are caused by disorder in the kidneys. Foley's Kidney Cure will make the kidneys right. Take no substitute. Clarke & Kenney.

You are much more liable to disease when your liver and bowels do not properly. DeWitt's Little Early Risers remove the cause of disease.—W. T. Brooks.

For a good clean shave and an up-to-date hair cut call at Tom Crawford's new barber shop, located in the old post office stand. No long waits. (17)

For Whooping Cough. "Both my children were taken with whooping cough," writes Mrs. O. E. Dutton, of Danville, Ill. "A small bottle of Foley's Honey and Tar gave such relief that I used it 20 cent bottles which saved me a doctor's bill." Clarke & Kenney.

When appetite fails, it restores it. When food is a burden, it lifts the burden. When you lose flesh, it brings the plumpness of health. When work is hard and duty is heavy, it makes life bright. It is the thin edge of the wedge; the thick end is food. But what is the use of food, when you hate it, and can't digest it?

Scott's Emulsion of Cod Liver Oil is the means of life, and enjoyment of life to thousands: men, women and children. When appetite fails, it restores it. When food is a burden, it lifts the burden. When you lose flesh, it brings the plumpness of health. When work is hard and duty is heavy, it makes life bright. It is the thin edge of the wedge; the thick end is food. But what is the use of food, when you hate it, and can't digest it?

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ECZEMA'S

ITON IS TORTURE.

Eczeema is caused by an acid humor in the blood coming in contact with the skin and producing great redness and inflammation; little pustular eruptions form and discharge a thin, sticky fluid, which dries and scales off; sometimes the skin is hard, dry and fissured. Eczeema in any form is a tormenting, stubborn disease, and the itching and burning at times are almost unbearable; the acid burning humor seems to ooze out and set the skin on fire. Salves, washes nor other external applications do any real good, for as long as the poison remains in the blood it will keep the skin irritated.

BAD FORM OF TETTER.

"For three years I had Tetters on my hands, which caused them to swell twice their natural size. Part of the time the disease was in the form of running sores, very painful, and causing me much discomfort. Four doctors said the Tetters had progressed too far to be cured, and they could do nothing for me. I took only three bottles of S. S. S. and was completely cured. This was fifteen years ago, and I have never since seen any sign of my old trouble."—Mrs. L. B. JACKSON, 1414 McGee St., Kansas City, Mo.

S. S. S. neutralizes this acid poison, soothes the blood and restores it to a healthy, natural state, and the rough, unhealthy skin becomes soft, smooth and clear.

SSS cures Tetters, Erysipelas, Psoriasis, Salt Rheum and all skin diseases due to a poisoned condition of the blood. Send for our book and write us about your case. Our physicians have made these diseases a life study, and can help you by their advice; we make no charge for this service. All correspondence is conducted in strictest confidence.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

"Our little girl was unconscious from strangulation during a sudden and terrible attack of croup. I quickly secured a bottle of One Minute Cough Cure, giving her three doses. The croup was mastered and our little darling speedily recovered." So writes A. L. Spafford, of Chester, Mich.—W. T. Brooks.

Notice To The Public.

Back Freeman, the up-to-date barber can always be found and will remain in his barber shop on Main street, ready to wait on you. Call and try his bath rooms. Everything at his shop is strictly first-class.

I HAVE one of the best established trades in the city from the simple fact that I run the best barber in town. Hot and cold baths always ready.

CARL CRAWFORD.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Brown's signature is on each box. (35-177)

Pan-American Exposition BUFFALO

May 1st to Nov. 1st, 1901.

Excursion rates and special train service will be announced later. The Pan-American, the greatest American Exposition since the World's Fair, is a masterpiece of architecture, wonderful displays, special features, dazzling midway.

NIAGARA FALLS

Only 30 minutes from Exposition grounds. Free Reclining Chairs. See Queen of Comfortable Seating. At all times, the most comfortable and reliable. See Queen of Comfortable Seating. At all times, the most comfortable and reliable.

For Cincinnati Ry.

ELKHORN ROUTE.

LOCAL TIME CARD IN EFFECT DECEMBER 31, 1899.

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KENTUCKY CENTRAL POINTS

GEO. B. HARPER, Gen'l Supt.

JOS. M. NEWTON, G. P. A.

G. W. DAVIS,

FURNITURE!

CARPETS,

WALL PAPER, ETC.

FURNISHINGS.

Calls for Ambulance Attended to Promptly.

Day Phone, 137.

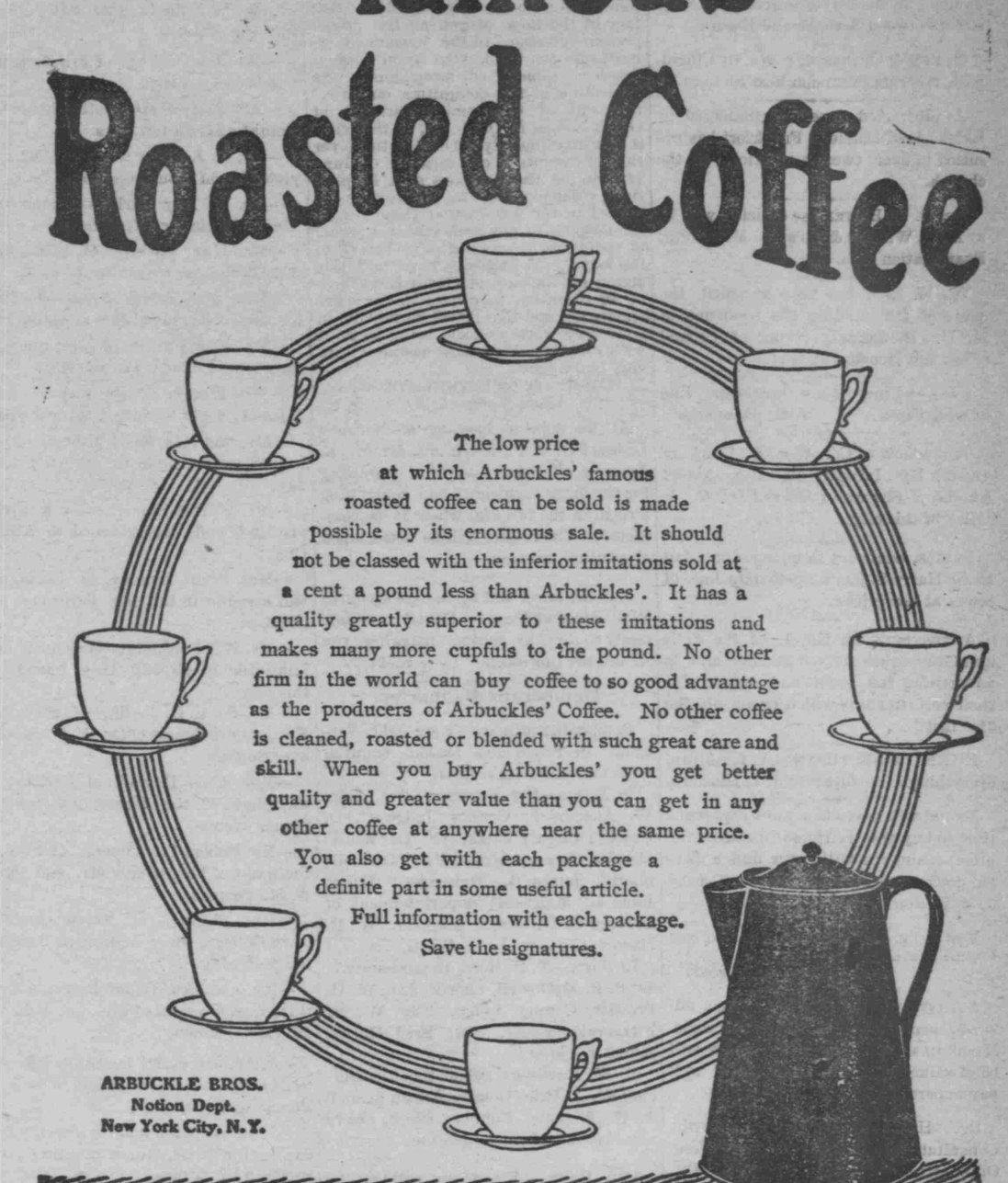
With 100.

LIME!

If you want pure white lime leave your orders at my office on Main street. All orders promptly attended to.

JACOB B. WARE.

Arbuckles' famous Roasted Coffee



ARBUCKLE BROS. Notion Dept. New York City, N. Y.

CHESAPEAKE & OHIO RY.

TIME TABLE.